

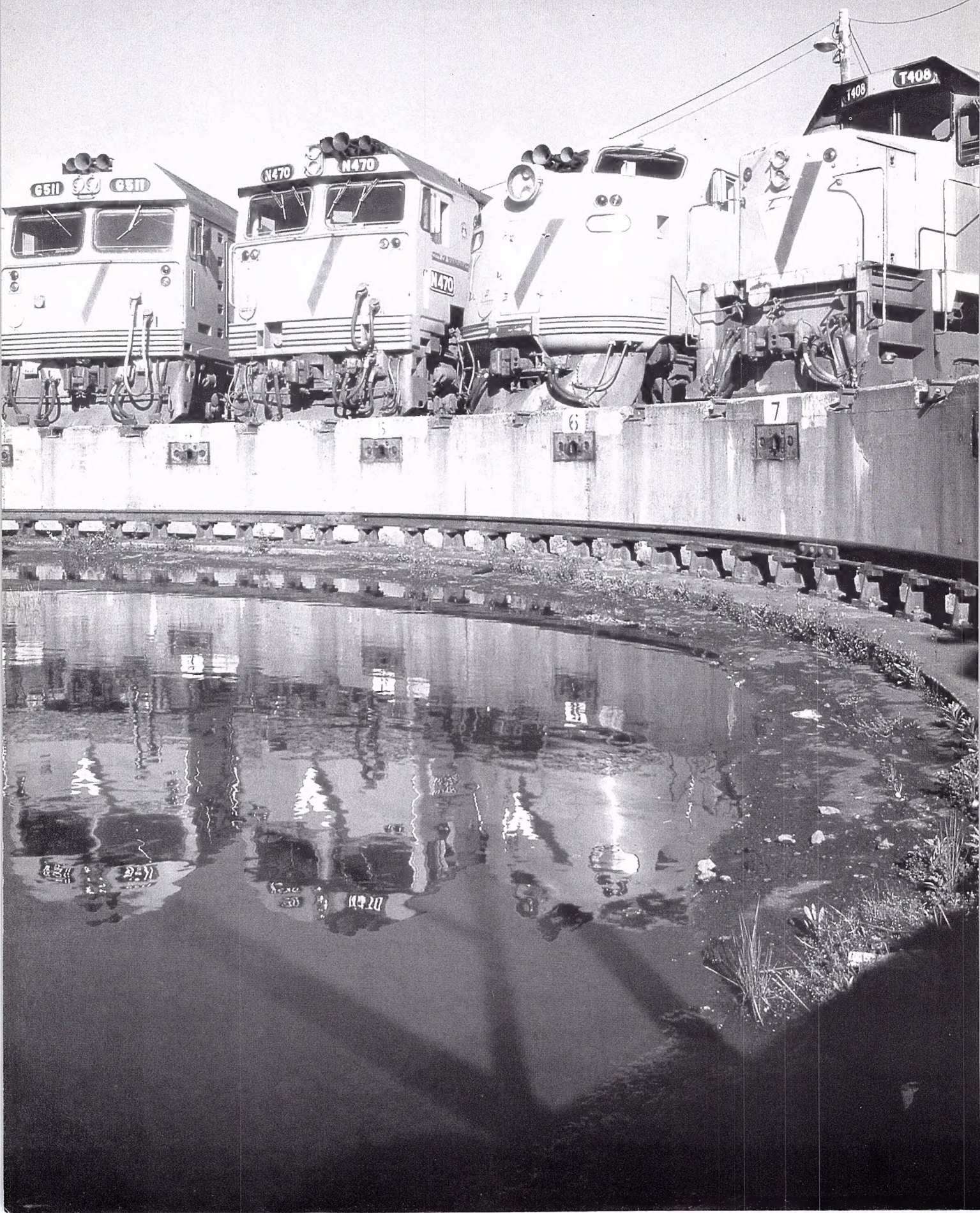
NEWSRAIL

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NEWSRAIL

ESTABLISHED 1973

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The third in a series of reminiscences

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FRONT COVER: V/Line Passenger commenced operating a weekday Sprinter service between Melbourne and Albury on Mon.16.9.96. To promote the new service, two sets of five Sprinters operated free shuttle trips from Wodonga to Albury and Chiltern on Sun.22.9.96. To return the railcars to Melbourne, 8336 up Albury pass. consisted of eight Sprinters. 7012-7013-7011-7016-7017-7018-7021-7019 are about to pass beneath the Murray Valley Highway overbridge near Barnawartha *Stuart Turnbull*

OPPOSITE: G511, N470, A81 and T408 are reflected in the broad gauge turntable pit at South Dynon Locomotive Depot on Tues.8.10.96 *Steve Munro*

BACK COVER

ABOVE: Sprinters have commenced operating on the north east line between Melbourne and Albury. 7013 crosses the swollen Murray River between Albury and Wodonga on Wed.2.10.96 *David Dunn*

BELOW: Sprinters 7022-7009-7012-7013-7011 operating 8378 promotional shuttle between Wodonga and Chiltern have just passed the abandoned station at Barnawartha on Sun.22.9.96 *Stuart Turnbull*

GENERAL NEWS

A monthly round-up of Victorian railway news and events

CALENDAR

NOVEMBER

ANNIVERSARIES

- 5th, 1956: Closure of Sandringham to Black Rock electric street railway (40)
- 6th, 1976: Closure of South Geelong (Cheetham's siding) to Queenscliff line (20)
- 13th, 1901: Opening of Lilydale to Warburton line (95)
- 15th, 1886: Opening of Ballarat Cattleyards Junction to Ballarat Cattleyards line (110)
- 15th, 1976: Smoking prohibited on suburban trains (20)
- 18th, 1876: Opening of Bridgewater to Inglewood line (120)
- 21st, 1976: Quadruple track between South Kensington and Footscray commissioned (20)
- 23rd, 1891: Opening of Spencer Street to Flinders Street viaduct (105)
- 25th, 1876: Opening of Geelong to Winchelsea line (120)

DECEMBER

ANNIVERSARIES

- 1st, 1976: Closure of Allendale to Newlyn line (20)
- 1st, 1986: Closure of Ballarat to Eureka line (10)
- 3rd, 1976: Closure of Castlemaine to Maldon line (20)
- 8th, 1986: Closure of the following lines;
 - Timboon Junction to Timboon
 - Hopetoun to Patchewollock
 - East Natimuk to Noradjuha
 - East Natimuk to Carpolac
 - Jeparit to Yanac
 - North Creswick to Allendale
 - Wedderburn Junction to Wedderburn
 - Piangil to Kooloonong
 - Elmore to Diggara West
 - Dookie to Katamatite
 - Numurkah to Picola
 - Bowser to Peechelba East
 - Moe to Yallourn
 - Traralgon to Cowwarr
- 12th, 1921: Opening of Bittern to Red Hill line (75)
- 16th, 1921: Opening of Yarram to Won Wron line (75)
- 17th, 1891: Opening of Korumburra to Leongatha line (105)
- 17th, 1976: Last railcar services between Ballarat and Linton and Kerang and Koondrook operated by 31RM and 7RM respectively (20)
- 19th, 1881: Opening of Caulfield to Mordialloc line (115)
- 21st, 1861: North Brighton to Beach line opened (re-named Brighton Beach six years later) (135)
- 22nd, 1886: Opening of Ballan to Gordon line (110)
- 22nd, 1921: First single line automatic signalling in Southern Hemisphere installed between Upper Fern Tree Gully and Belgrave, with a crossing loop at Upwey (75)
- 22nd, 1976: Yarraman station opened (20)
- 24th, 1976: 7RM operated the last railcar service between Swan Hill and Piangil.
- 30th, 1976: Closure of the Everton to Beechworth line (20)

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AUSTRALIAN NATIONAL — PROBLEMS

Australian National will try to off-load parts of its business before the Federal Government takes action on a report showing that it has racked up more than \$1 billion in debts and liabilities.

The report by the former head of the State Rail Authority of NSW, Mr John Brew, states bluntly that AN will never make a profit and it should be broken down and sold, or closed down if buyers cannot be found.

AN will place newspaper advertisements calling for registrations of interest to take over the operations of several of its business units which are believed to include its Islington and Port Augusta workshops in South Australia, which the report recommends should be closed.

Private sector interest in AN has so far focussed on those workshops and Goninan, Evans Deakin, Clyde Industries and Bradken (the rail division of ANI) have indicated they would consider tendering for all or part of the engineering facilities to complement their own business.

ADtranz Australia, which is involved in rail projects in NSW and southern Queensland, is also among the small group of companies that have been tentatively approached by government representatives.

The Government is aware of the moves by the AN board and is happy for them to look for buyers whilst it decides what to do.

The Brew report, which the Senate forced the Government to release, found that AN had debts of over \$1 billion and operating losses in 1995-96 of \$135 to \$148 million. It also found that taxpayers subsidised each of AN's employees by \$20 000, a subsidy that would rise to \$220 000 each year by 2000 if no action was taken.

A recommendation was made in the report that the Tasmanian operations and South Australian coal lines be sold to the relevant state governments or private operators. Should this not be achievable, the operations should be closed down.

The *Ghan*, *Indian Pacific* and *Overland* should be established as separate business enterprises and seek private sector investment.

The Federal Minister for Transport, Mr John Sharp, said the way in which

the previous Labor government had established the National Rail Corporation in 1992 had sown the seeds of destruction as AN handed over its best routes, rollingstock, locomotives and other assets to the NRC and had received no compensation, leaving it with traditionally unprofitable routes and the debts for the rollingstock and locomotives.

Rail 2000 reported the following incident that reflected poorly on the AN policy and in fact it may have been this general outlook that contributed to the present problems:

Eudunda, 100 km from Adelaide saw its last grain train at the end of the 1993 harvest. AN's rates had by this stage risen to the point where the grain marketing boards could no longer justify continued service by rail and Eudunda joined the ever expanding list of road serviced silos in South Australia.

Although the Eudunda grain task in isolation was not large, such traffic would be attractive to a small operator with access to flexible work arrangements and low overhead costs. There are precedents in other states where smaller organisations have successfully managed rail services deemed unprofitable by government administrations.

Rail 2000 wrote to the South Australian Transport Minister in October 1995 and requested she take steps to ensure AN leave the line intact pending future shortline operation. The minister responded by writing to the then Federal Minister for Transport to leave the line intact and gave the following reasons:

- the likelihood of alternative operators accessing South Australian lines in the near future,
- the minimal salvage value compared with the considerable replacement cost, and
- there would be no cost associated with leaving the lines intact.

The resultant reply from the Parliamentary Secretary merely stated that the track was in bad condition and that AN could not operate the line profitably. The critical issue that AN need not operate the line for the immediate future was completely ignored.

The result now is that the line has been dismantled and the rails stockpiled awaiting sale.

GENERAL NEWS



The Brew Report into the operations of Australian National has suggested that the Overland be established as a separate business with private sector investment. CLP12 approaches Inverleigh with a late running eastbound Overland on Sat.20.7.96 *Gavin McLaughlan*

In another instance, the Industry Commission noted that a more thorough consideration of the Wil-
mington, SA, line would most likely have led to its retention with savings for the Australian taxpayer.

NEW GRAIN STORAGES

Willaura, between Hamilton and Maroona and Westmere, between Maroona and Lismore, will be the major benefactors of a \$500 000 up-
grade in grain handling facilities for the coming harvest.

Vicgrain expects a massive increase in the next wheat harvest and the construction will complement the existing storage capacity of 63 000 tonnes.

RAIL SELL-OFF

The Treasurer, Mr A Stockdale, announced that the government was examining the idea of a sell-off of Mel-
bourne's trains and trams. He told a business forum that he expected much more private involvement in transport and he was looking at the tram and rail services.

Professor M Porter of the Tasman Institute has been the strongest sup-
porter of privatisation and studies by the Tasman Institute and the Access Economics consultancy have argued that private train and tram operators could make profits and improve the efficiency of public transport.

A spokesman for the Minister of Public Transport said there was no

move to privatise either trains or trams. Selling city train and tram services would be the government's most radical privatisation move so far and one of its most complex.

MOUNT GAMBIER - WOLSELEY

The South East Economic Development Board is preparing a new business plan to have this line privately operated for freight traffic. It suggests that a new paper mill could be devel-
oped in the area with a rail service a major attraction.

The cost of standardising the line has been estimated at \$11-\$17 million but the board states it could be done for \$6-\$8 million. On the subject of motive power it was stated that second-hand locos could be purchased from other systems.

ARARAT OVERPASS

A rail overpass on the eastern edge of Ararat will be a major discussion point between the local council and the State Roads and Ports Minister, Mr G Craige.

It is being stressed that this project is a matter of urgency as the rail crossing is the last on the Western Highway between Melbourne and Adelaide.

BAIRNSDALE TRAIN GROUP

The Save Our Train Community Action Group at Bairnsdale says that given a positive approach by the PTC, the return of a passenger train to Bairnsdale would result in increased patronage and revenue for the operator.

GRAFFITI

This menace was at its worst in the mid-1980s when it cost the PTC \$6 million per year to clean it up. Now, through greater security and immediate removal, the cost was down to \$2 million.

The recognised 'black spots' are Richmond, Thomastown and Heathmont railway stations.

The scene at Werribee station after overnight vandalism destroyed platform infrastructure. Mon.30.9.96 *Steve Munro*



THE XVIth OLYMPIAD

— Melbourne 1956 —

One of the major problems facing the Victorian Railways was the transport of 35 545 school children on 53 special trains to the MCG from Warnambool, Casterton, Serviceton, Wycheproof, Echuca, Mathoura, Tongala, Rushworth, Picola, Tocumwal, Wahgunyah, Beechworth, Myrtleford, Yea, Alexandra, Yallourn, Traralgon and Nyora. (Refer to Summary of organised special country excursion trains to Melbourne.)

In order that they were not subject to change of train en route, the greater majority of trains from the south-west, western, northern and north-eastern lines operated direct to Jolimont, whilst those from the Gippsland and south-eastern lines set down at Richmond.

In those days the present Richmond station had not been built and passengers were required to detrain at the old Richmond station and walk down steep steps to Swan Street then to the MCG, crossing Punt Road on the way. The old Richmond station only had six platforms, serving the Sandringham and Caulfield through lines, Caulfield local and through lines and the Burnley group of lines.

Those trains that ran to Jolimont then operated as empty cars to Clifton Hill then via North Fitzroy, North Carlton and Royal Park to Spencer Street. (Refer to Forward and Return timetables.)

In November 1956 the diesel-electric fleet of locomotives consisted of 26 B class and 23 T class (320-342) along with

The staging of the XVI Olympic Games in Melbourne presented a real challenge to the Victorian Railways as attendance at the main stadium, the Melbourne Cricket Ground, was over 100 000 each day for nine consecutive days

Doug McLean

Photos by the Author

25 L class electric locomotives, which had been provided for the then newly electrified line to Traralgon.

The greater majority of carriages used on these school specials was the PL (excursion) type that at that time were equipped with screw couplings and gas lighting. To enable them to be attached to the diesel locos some ABW carriages were equipped with automatic couplers at one end and screw type at the other were used. It was necessary to turn these carriages to enable the train to return. At the time some of the AE, BE, AW and BW carriages still had screw couplers.

In addition, ZP brakevans, now classified ZD, had been modified with automatic and screw couplings and had three ton of dead weight evenly distributed therein in order to be attached to the specials.

OPENING DAY — THURSDAY 22 NOVEMBER 1956

On this day a special service operated on suburban lines to carry the huge crowds offering. There was a crowd of 103 000 at the MCG for the opening ceremony and many thousands lined the route of the Olympic Torch as it progressed through the city and suburbs.

Many of the country train departures on this day were altered to operate to a Saturday schedule, thus allowing for a later departure from Spencer Street.

T337 arrives at Jolimont with an empty car train which has run via Royal Park and Clifton Hill whilst tired students cannot wait to find a seat for the homeward journey. Note the ZP brakevan behind the loco to enable the T class to be attached to the train. November 1956



SUMMARY OF ORGANISED SPECIAL COUNTRY EXCURSION TRAINS TO MELBOURNE.

Date 1956	Approx. No. to Travel	Special Train Symbol	STATION FROM	ARRIVAL TIME
Friday, Nov. 23	400	R.2	Rushworth ...	a.m. 9 11 JOLIMONT
"	1000	E.2	Echuca ...	9 23 "
"	1100	SH.2	Shepparton ...	9 34 "
"	400	Y.2	Yea ...	9 43 "
"	1000	SH.4	Shepparton ...	10 00 "
"	600	B.4	Ballarat ...	10 14 "
"	900	E.4	Bendigo-Echuca ...	10 25 "
"	560	CT.2	Casterton ...	10 35 SPENCER ST.
"	600	TA.2	Tongala... ..	10 45 JOLIMONT
"	550	WY.2	Wycheproof ...	10 54 "
"	200	RW.2	Wahgunyah-Rutherglen ...	11 8 "
"	550	MN.2	Mirboo North ...	p.m. 12 55 RICHMOND
"	100	K.2	Kilmore ...	4 45 SPENCER ST.
Monday, Nov. 26	750	SY.2	Seymour ...	a.m. 9 34 JOLIMONT
"	500	AX.2	Alexandra ...	10 00 "
"	900	SV.2	Serviceton ...	10 20 "
"	600	W.2	Wodonga ...	10 45 "
"	280	K.2	Korumburra ...	11 00 RICHMOND
"	450	BW.2	Beechworth ...	11 8 JOLIMONT
"	700	TC.2	Tocumwal ...	p.m. 12 7 "
"	1050	WB.2	Warrnambool ...	12 18 "
Tuesday, Nov. 27	325	BG.2	Bendigo ...	a.m. 9 24 JOLIMONT
"	300	GL.12	Geelong ...	9 34 "
"	200	WL.4	Warragul ...	9 38 RICHMOND
"	400	BM.2	Bacchus Marsh ...	9 49 JOLIMONT
"	1000	BA.2	Euroa-Benalla ...	10 00 "
"	950	HM.2	Hamilton ...	10 14 "
"	1000	M.2	Maryborough (via C'maine) ...	10 26 "
"	1000	CM.2	Castlemaine ...	10 40 "
"	800	HM.4	Hamilton ...	10 50 "
"	160	MY.2	Myrtleford ...	10 50 SPENCER ST.
"	335	S.2	Sale ...	p.m. 4 35 FLINDERS ST.
Wednesday, Nov. 28	300	GL.2	Geelong ...	a.m. 9 34 JOLIMONT
"	200	No. 22 (Ext'nd)	Ballarat ...	10 9 "
"	1000	GL.4	Geelong ...	11 00 "
"	400	GL.6	Corio ...	11 33 "
Thursday, Nov. 29	850	BG.4	Bendigo ...	a.m. 9 24 JOLIMONT
"	1050	WL.2	Warragul ...	9 38 RICHMOND
"	475	BG.6	Bendigo ...	9 54 JOLIMONT
"	1000	WA.2	Wangaratta ...	10 00 "
"	350	CD.2	Camperdown ...	10 9 "
"	1000	B.16	Ballarat ...	10 21 "
"	800	ST.2	Ballarat-Stawell ...	10 45 "
"	900	N.2	Nyora ...	p.m. 1 5 RICHMOND
Friday, Nov. 30	500	MM.2	Merrigum ...	a.m. 9 30 JOLIMONT
"	1000	GL.8	Geelong ...	9 38 "
"	1000	CO.2	Colac ...	9 54 "
"	800	P.2	Numurkah-Ficcla ...	10 2 "
"	600	GL.10	Geelong ...	10 10 "
"	1000	YN.2	Yallourn ...	10 22 RICHMOND
"	900	C.2	Cobram ...	10 45 JOLIMONT
"	400	CD.4	Camperdown ...	10 55 "
"	900	T.2	Traralgon ...	10 55 RICHMOND
Saturday, Dec. 1	510	BG.8	Bendigo ...	a.m. 10 50 JOLIMONT (Elec. Ex Spencer St.)

FORWARD.

FRIDAY, 23rd NOVEMBER.

		R.2 From Rush- worth	E.2 From Echuca	SH.2 From Shep- parton	Y.2 From Yea	SH.4 From Shep- parton	B.4 From Ballarat	E.4 From Echuca	TA.2 From Tongala	WY.2 From Wyche- proof	RW.2 From Wah- gunyah	
SPENCER STREET	... Arr.	a.m. 8 55C	a.m. 9 15	a.m. 9 20	a.m. 9 30	a.m. 9 50	a.m. 10 5	a.m. 10 10	a.m. 10 35	a.m. 10 45	a.m. 10 50	...
"	... Dep.	9 4A	9 16	9 26	9 34	9 52	10 7	10 15	10 37	10 47	11 0	...
Flinders Street	...	*	*	*	*	*	*	*	*	*	*	...
JOLIMONT	... Arr.	9 11S	9 23S	9 34S	9 43S	10 0S	10 14S	10 25S	10 45S	10 54S	11 8S	...
"	... Dep.	9 13E	9 27E	9 38E	9 46E	10 5E	10 17E	10 29E	10 48E	10 57E	11 10E	...
Clifton Hill	...	9 19F	9 34*	9 45*	9 53*	10 12*	10 24*	10 36*	10 55*	11 4*	11 17*	...
North Carlton	...	...	*	*	*	*	*	*	*	*	*	...
Royal Park	...	...	9 42*	9 53*	10 2*	10 20*	10 32*	10 44*	11 3*	11 12*	11 31*	...
North Melbourne	...	...	*	*	*	*	*	*	*	*	*	...
MELBOURNE (Pass Yard)	... Arr.	...	9 51	10 4	10 10	10 29	10 42	10 53	11 12	11 22	11 40	...
		Assist Form R.1 See Note	Forms E.1	Forms SH.1	Assist Form Y.1 See Note	Forms SH.3	Assist Form CT.1 See Note	Forms E.3	Forms TA.1	Forms WY.1	Forms RW.1	

A. Formed by 9.3 a.m. Flinders Street Altered.

C. Change to Electric.

E. Empty.

F. Departs 9.23 a.m. to Princes Bridge (Off).

S. Set Down.

The Olympic rowing events were held on Lake Wendouree, Ballarat and competitors were housed in Ballarat. In order to enable them to participate in the opening ceremony a special train, consisting of a dual-coupled carriage, nine BE carriages and a van was hauled by two B class locomotives. This train was scheduled to depart Ballarat at 11 40 and arrive at platform 7, Spencer Street at 13 25.

Passengers then transferred to a suburban train standing opposite in platform 8 which departed at 13 30, arriving at Richmond's No.6 platform, the Burnley line at the old station.

There was an exit gate on the Flinders Street end of platform 6 that allowed competitors to proceed down to Stewart Street below and then go to the MCG.

After the opening ceremony they returned to Richmond and joined a special at 18 00 to Spencer Street platform 8 where they transferred to join a train to Ballarat at platform 7 which departed at 18 25 and arrived in Ballarat at 20 35.

EMPTY CAR WORKING

In order to provide the locomotives and carriages for the specials, empty car trains were scheduled, some examples of which follow:

On the evening of Thursday 22 November an empty car train consisting of four BE carriages, all auto coupled, 3AE and a CE brakevan, hauled by a B class locomotive was scheduled to depart Spencer Street at 21 30 for Wycheproof, arriving at 03 15. This train formed the 05 30 special to Jolimont (WY.2) and picked up passengers at Charlton, Korong Vale, Inglewood and Bridgewater.

The return 18 15 service was scheduled to arrive at Wycheproof at 00 45 on Saturday. It then formed an empty car train departing at 01 15 for Bendigo where it was stabled and later became the 06 45 special pass. to Jolimont on Tuesday 27 November.

A second set of empty carriages consisting of a dual-coupled carriage, 10 PL carriages and a brakevan hauled by a

RETURN.

FRIDAY, 23rd NOVEMBER.

		R.1 To Rush- worth	RW.1 To Wah- gunyah	Y.1 To Mansfield	CT.1 To Casterton	WY.1 To Wyche- proof	SH.1 To Shep- parton	TA.1 To Tongala	E.1 To Echuca	SH.3 To Shep- parton	E.3 To Echuca	
MELBOURNE (Pass Yard.)	... Dep.	p.m. 4 10E	p.m. 5 33E	p.m. 5 50E	p.m. 5 59E	p.m. 6 16E	p.m. 6 22E	p.m. 6 32E	p.m. 6 43E	p.m. 6 50E	p.m. 7 5E	...
North Melbourne	...	*	*	*	*	*	*	*	*	*	*	...
Royal Park	...	4 20*	5 48*	6 1*	6 10*	6 26*	6 33*	6 43*	6 54*	7 1*	7 16*	...
North Carlton	...	*	*	*	*	*	*	*	*	*	*	...
Loop Junction	...	4 55*	6 10*	6 41*	6 47*	6 54*	6 58*	7 3*	7 14*	7 26*	7 40*	...
Clifton Hill	...	4 58*	6 13*	6 44*	6 50*	6 57*	7 1*	7 6*	7 17*	7 29*	7 43*	...
JOLIMONT	... Arr.	5 6P	6 21P	6 52P	6 56P	7 4P	7 9P	7 18P	7 27P	7 38P	7 52P	...
"	... Dep.	5 8	6 23	6 54	7 0	7 7	7 14	7 21	7 32	7 43	7 57	...
Flinders Street	...	*	*	*	*	*	*	*	*	*	*	...
SPENCER STREET	... Arr.	5 15	6 30	...	7 7	7 14	...	7 28	7 39	7 50	8 4	...
"	... Dep.	5 30	6 45	7 1	7 10	7 18	7 21	7 35	7 40	7 55	8 5	...
			See Note									

E. Empty.

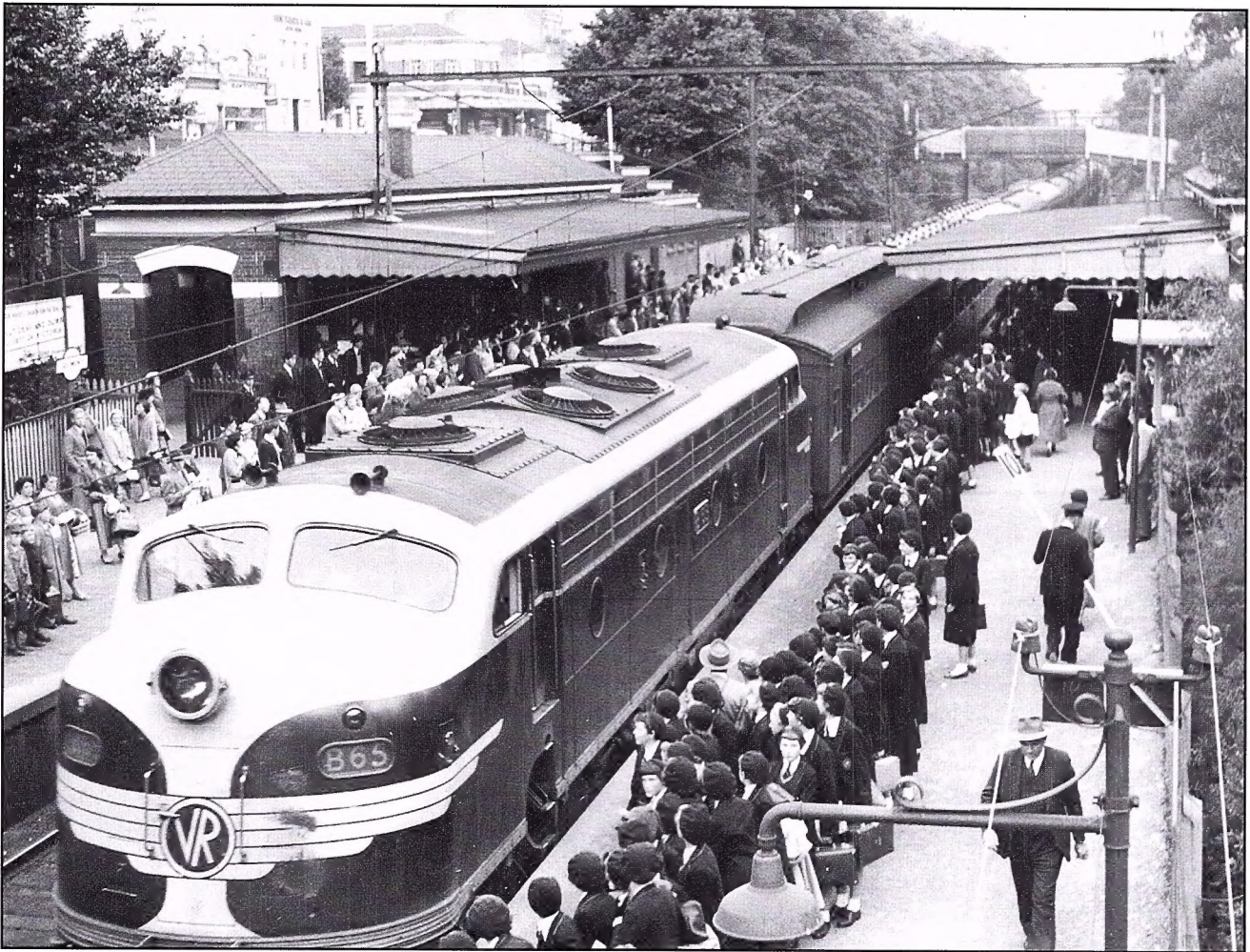
P. Pick up.

NOTE: Y.2 to be increased by an additional PL Car for the return of Y.1.

CT.1 is to be formed by the arrival of B.4 ex Jolimont and CT.2 terminated on the UP journey at Spencer Street 10.35 a.m.

R.2 returns ex Jolimont as R.1 (No. 77 Alt.) An additional AV to be added to consist.

RW.1 S.M. Spencer Street to arrange for leading AE and BE car on RW.1 to be reserved for ordinary passengers for Euroa, Benalla and Wangaratta.



B65 arrives at Jolimont as Mr A C Brown, Metropolitan Superintendent (later Assistant Chief Traffic Manager) walks forward to supervise the entraining students. November 1956

B class locomotive departed Spencer Street at 23 10 on Thursday 22 November for Echuca where it formed the 05 15 special to Jolimont (E.2), whilst a third set of empty cars departed Spencer Street at 00 01 on Friday 23 November for Echuca, arriving at 04 10 forming the 05 55 up special pass. (E.4).

At Hamilton in Western Victoria, an empty car train consisting of ZP van, 6 PL carriages, ZP van, and a B class locomotive was scheduled to depart at 23 45 on Thursday 22 November for Casterton. At Branhholme the B was taken off and the train was steam hauled to Casterton.

It departed Casterton at 03 30 and picked up passengers at Merino. The B was re-attached at Branhholme and after passengers were picked up at Hamilton the train arrived at Spencer Street at 10 35. There is no indication in the timetable as to how these 560 passengers travelled to the MCG.

On the return the Casterton students were joined by a further 600 from Ballarat who had travelled up on the 08 10 special, consisting of 6 PL carriages and a van hauled by an R class steam locomotive.

The return train (CT.1) consisted of ZP van, 12 PL carriages and a ZP van hauled by two B class locomotives. This train departed Spencer Street pass. yard at 17 59 and went to Jolimont via Royal Park and Clifton Hill. It departed at 19 00 and was scheduled to detach two PL's at Ararat and a further four at Hamilton. Arrival at Casterton was at 02 35 and the train then returned as empty cars to Hamilton at 03 15, arriving at 05 50. It was then stabled and formed a 04 55 special pass. to Jolimont on Tuesday 27 November.

Another set of empty cars, consisting of a dual-coupled carriage, nine PL carriages and a van was scheduled to depart

Spencer Street at 18 10 on Sunday 25 November for Serviceton where it arrived at 01 00 the next morning. After turning the dual-coupled carriage, reversing the van and crossing the Melbourne and Adelaide bound *Overlands*, the train was scheduled to depart at 03 20, picking up passengers at Kaniva, Nhill, Dimboola and Murtoa where it connected with a train from Warracknabeal consisting of a steam hauled ABL carriage, two PL's and a van. The special arrived at Jolimont at 10 20 and after running empty cars via Clifton Hill and Royal Park, terminated at the Spencer Street pass. yard at 10 52.

For the return to Serviceton, empty cars were scheduled to depart Spencer Street pass. yard at 17 33 and operate via Royal Park and Clifton Hill to Jolimont to form the 18 20 train, setting down at Murtoa for the Warracknabeal line, Dimboola, Nhill and Kaniva, arriving at Serviceton at 01 30. It then became an empty car train, departing 03 00 for Geelong via Ballarat where it arrived at 09 10.

This train then became the 09 45 special pass. from Geelong to Jolimont and then the Spencer Street pass. yard on Wednesday 28 November.

Another interesting empty car working occurred on Tuesday 27 November when a ZP van, four PL's and a ZP van hauled by a T class locomotive arrived at Bacchus Marsh at 07 40 empty cars from Spencer Street. This train departed at 08 25 and picked up passengers at Parwan and Melton before running direct to Jolimont, where it arrived at 09 49.

In the afternoon empty cars were scheduled to depart the Spencer Street pass. yard at 16 33 and operate via Royal Park to Jolimont where it picked up passengers for Melton, Parwan and Bacchus Marsh, arriving at 18 40.

The train then waited whilst two specials to Hamilton ran through and departed at 21 14 for Ballarat, arriving at 22 45 and then departing at 23 00 for Geelong where it arrived at 00 30.

This train then formed the 08 10 special to Jolimont, arriving at 09 34. There was no return working as the students returned to Geelong on the 23 30 down pass, which operated as a loco-hauled train instead of the usual scheduled railmotor.

The last interesting service was a set of empty cars consisting of a ZP van, eight PL's and a van hauled by a T class locomotive which was scheduled to depart Seymour at 00 25 on Friday 30 November and arrive at Picola at 04 35. This train stood at Numurkah from 02 20 until 03 50 and four PL's and a ZP van were detached. The train was scheduled to be hauled by a steam loco as at that time T class locos were not authorised to operate to Picola.

The scheduled departure from Picola was at 05 10 and passengers were picked up at Nathalia and Waaia. On arrival at Numurkah the steam loco was detached and four PL cars, ZP van and the T class loco were attached. Arrival at Jolimont was at 10 02 and the train then proceeded to Spencer Street via Royal Park, arriving at 10 30.

The return to Picola was the last of the Olympic specials. The empty car train left Spencer Street at 18 25 and went to Jolimont via Royal Park. It picked up passengers there and at Spencer Street. Packet meals were also collected and the train then ran express to Numurkah where four PL's, a ZP van and the T class locomotive were detached. A steam locomotive was then attached to the remainder and after setting down at Waaia and Nathalia, the train arrived at Picola at 23 59.

The cars were returned to Numurkah, re-attached to the T and eventually arrived back at Spencer Street at 05 25 next morning.

ALTERATIONS TO REGULAR SERVICES

The 07 35 280 hp Walker that operated a fast schedule between Wangaratta and Spencer Street, only stopping at Benalla and Euroa became a very handy train to convey passengers to both Spencer Street and Jolimont. Some examples of changes to the operation of this service were:

On 19, 20, 21 and 22 November it originated at Albury at 06 45 connecting with the 19 00 passenger train from Sydney the previous evening. On 23 November a train was scheduled to depart Wahgunyah at 06 16 with a BCPL, van and four PL's hauled by a steam locomotive. On arrival at Wangaratta a BE, AW and dual-coupled ABW were attached and the consist marshalled behind a B class for transit to Melbourne.

On Monday 26 November the train originated at Beechworth at 06 15 with a BCPL van and four PL's hauled by a steam locomotive. On arrival at Wangaratta an AE, BE and dual-coupled ABW were attached and the train hauled by a B class formed the 07 35 regular up service to Spencer Street and then on to Jolimont.

For the return journey there was an interesting alteration to the 18 45 down Wangaratta pass. Empty cars departed Spencer Street at 17 38 for Jolimont via Royal Park and then departed Jolimont at 18 34 for Wodonga and Beechworth. This train consisted of a dual-coupled carriage, five PL's, a van, four PL's and a BCPL.

The train was scheduled non-stop to Wangaratta where the rear portion was detached to operate to Beechworth due there at 23 35 whilst the front portion was due at Wodonga at 22 45.

As this special had taken the path of the regular 18 45 Wangaratta train it was rescheduled to depart at 18 55 and operate as a passenger train to Wangaratta, running 10 minutes later than the original timetable.

On the morning of Tuesday 27 November the service originated at Myrtleford at 05 55 with a van, two BE carriages, all auto-coupled, hauled by a T class locomotive. It arrived at Wangaratta at 07 20 where one AE and one BE carriage were attached. A B class locomotive hauled the train to Melbourne, arriving at Spencer Street at 10 50.

EASTERN AND SOUTH EASTERN LINES

A total of six special trains was scheduled and the 06 10 up Traralgon pass. was altered to originate at Sale at 05 10 on 27 November.

The first special was from Mirboo North on Friday 23 November. The empty car consist of ZP van, five PL's, dual-coupled carriage and Z van, hauled by a steam locomotive departed Traralgon at 06 25 and arrived at 08 00. It departed Mirboo North at 09 10 and picked up passengers at Boolarra and Yinnar before arriving at Morwell at 10 10 where the Z van was detached and an L class electric locomotive attached. Departure from Morwell was at 10 25 and passengers were picked up at Trafalgar and Yarragon with arrival at Richmond at 12 55.

For the return the empty cars were scheduled to depart from Flinders Street at 19 06 and Richmond at 19 15. Morwell was reached at 21 27 and the L class was detached and a Z van attached to the down end of the train. A steam locomotive took the train to Mirboo North, arriving at 22 50.

The empty cars departed at 23 20 and arrived back at Warragul at 02 10. These cars then formed the 08 00 special to Richmond and Flinders Street on Tuesday 27 November.

In addition there were two specials from Warragul and Traralgon and one from Yallourn.

A private school at Sale gave its students two days to visit the games and a special train was scheduled on Tuesday 27 November to depart Sale at 13 15 and after changing locos at Traralgon arrived at Flinders Street at 16 35. The return was run on Friday 30 November when the special departed Flinders Street at 09 32 and ran non-stop to Warragul where it stopped for 30 minutes for refreshments. After changing locomotives at Traralgon the train arrived at Sale at 13 25 and then returned as empty cars to Flinders Street.

A special ran from Korumburra on Monday 26 November, the consist being a van and three PL's hauled by a steam locomotive. It departed at 08 40, crossed the 08 10 down Yarram pass. at Koo Wee Rup and arrived at Richmond at 11 00, thence empty cars to Flinders Street.

The students returned to Korumburra on the 18 35 down Leongatha pass. that was especially stopped at Richmond to entrain them.

On Thursday 29 November a set of empty cars consisting of a van, 10 PL's and a van departed Flinders Street at 07 05 for Nyora, crossing the up Leongatha railmotor at Cranbourne and the up Wonthaggi railmotor at Lang Lang before arriving at 09 10. After crossing the up and down Yarram pass.; the vans were reversed to enable a T class locomotive to be attached and the train departed at 11 18 picking up passengers at Lang Lang, Koo Wee Rup, Tooradin, Clyde, Cranbourne and Lyndhurst, arriving at Richmond at 13 05, then empty cars to Flinders Street.

In the evening the train left Flinders Street at 19 10 and ran empty to Richmond, picked up its passengers and departed at 19 20. It arrived at Nyora at 21 15 where the two vans reversed to enable the locomotive to be attached to the train.

The train departed at 21 55 for Dandenong where it terminated at 23 05. The vans were reversed for the train to depart at 00 55 for Traralgon where it arrived at 03 10.

The same set left Traralgon at 08 25 on Friday 30 November and stopped at Morwell and Moe before arriving at Richmond at 10 55.



- Above: Loco NA7 operated *Puffing Billy* services during the Olympic Games with a sign (under the fireman's window) telling everybody that NA7 was 'too old to compete but still running'. NA7 is standing with its train at Upper Ferntree Gully
- Below: A country bound Olympic special is almost ready to depart Jolimont whilst a Princes Bridge-bound suburban swing door set waits 100 metres behind



On the return the train left Flinders Street at 18 30 and after picking up students at Richmond stopped at Warragul, Moe and Morwell before arriving at Traralgon at 21 30.

The athletic events at the MCG were completed on Saturday 1 December and apart from demonstrations of Australian customs and sport, including Australian Rules football on Friday 7 December, the main stadium was unused until the closing ceremony was held on Saturday 8 December.

ROWING EVENTS

These were held at Ballarat on the morning and afternoon of Friday 23, Saturday 24 and Monday 26 November, whilst on Tuesday 27 November events were scheduled to be conducted only during the afternoon.

On the first three days a special was arranged to depart Spencer Street at 06 00 to arrive in Ballarat at 08 20. Motive power was specified as a B class locomotive whilst the load was as arranged by the SM Spencer Street.

This train's schedule allowed for the up Mildura pass. to wait at Rockbank for the special whilst it crossed the up *Overland* at Gordon and the 07 40 up Ballarat pass. at Bungaree.

For the return the train was scheduled to depart at 18 45 and operate via North Geelong Loop, arriving at Spencer Street at 21 05.

As the events were held during the afternoon of Tuesday 27 November, a special was scheduled to depart Spencer Street at 12 25 and arrive at 14 25. The return left at 19 30 and arrived at Spencer Street at 21 50.

SPECIAL EVENTS

During the course of the games the Victorian Railways provided transport to the numerous side attractions that were held.

The Victorian Government Tourist Bureau arranged four special trains on Sundays during the course of the games. On Sundays 25 November, 2 and 9 December a special to Yallourn was arranged that departed Flinders Street at 08 50 and after stopping at Caulfield, ran express to Yallourn where it arrived at 11 10 and visitors inspected the SEC facilities.

On the return the train departed Morwell at 17 10, picked up passengers at Moe and then stopped at Warragul between 17 55 and 18 30 for the evening meal. After an express run to Caulfield it arrived at Flinders Street at 20 00.

An additional train operated on Sunday 2 December which departed Flinders Street at 10 00 and ran express to Yallourn, arriving at 12 15. It departed at 18 25 and returned express to Flinders Street, arriving at 20 30.

The Australian and International Surf Carnival was held at Torquay on Sunday 25 November and 2 December during the course of the games. A special train was run each day, departing Flinders Street platform No.1 West at 08 45, stopping at Spencer Street, crossing the up Werribee railmotor at Rock Crossing Loop and arriving at Geelong at 09 45. The return departed Geelong at 18 10 and terminated at Flinders Street.

On Thursday 22 November RAAF personnel were transported from Aircraft Siding to Spencer Street in order to form a Guard of Honour for HRH The Duke of Edinburgh, who was living aboard the Royal Yacht *Britannia*, which was moored in the River Yarra a few metres west of Spencer Street Bridge.

This train consisted of a T class locomotive hauling a ZP van, six PL carriages and a ZP van. The Geelong line was a single track beyond Newport South Junction and the empty car train departed Spencer Street at 09 10 and ran to Laverton where the locomotive ran around the train. It had to cross some Geelong line traffic and it then pushed the consist to Aircraft Siding, arriving at 10 33.

Departure was at 10 38 and arrival at Spencer Street at 11 15. On the return the train departed Spencer Street at 14 08, crossed the 13 52 up Geelong pass. at Laverton and arrived at Aircraft Siding at 14 48. It then proceeded empty to Werribee, arriving at 14 58 and returned to Spencer Street at 15 20.

PUFFING BILLY

During the games *Puffing Billy* operated additional trips between Upper Ferntree Gully and Belgrave. A portable sign on NA7, then 51 years old, read 'Too old to compete but still running'.

CONCLUSION

To read through the timetable of the 1956 Olympic specials in 1996 makes one realise the amount of change that has occurred in the railways over the last 40 years.

Nowadays nearly every carriage is equipped with automatic couplers and brake vans on passenger and goods trains have disappeared. In 1956 there was only one BCPL car-van in traffic, the later BCPL car-vans had not at that stage been converted from PL carriages. Can you imagine the difficulty that would be experienced now of turning ABW dual-coupled carriages. At Spencer Street they were turned on the North Melbourne reversing loop and that necessitated them being hauled across the ladder fly-over at Franklin Street, which has now been removed.

The locomotive fly-over near North Melbourne had not been built and in addition as the *Spirit of Progress* still had a parlor car that train had to be turned each day between 11 30 and 18 30 to ensure the parlor car was on the rear of the train for the return journey.

The Victorian Railway Commissioners, in their Annual Report for the year 1956/57 made the following comments regarding the traffic handled during the games.

Olympic Games arrangements:

'There was a considerable increase in rail passenger journeys during the Games, the heaviest traffic occurring in the period 19 November to 1 December.

'Extra trains were run from and to Sydney and Adelaide and the maximum accommodation was provided on the regular intercapital services. Most secondary schools and many primary schools throughout the State secured block bookings for athletic events at the main stadium and over the period of the Games more than 32 000 children were carried from the country in 54 special trains.

'Over 13 000 packaged meals were provided by the Refreshment Services Branch for children on the special trains who were returning from the Games.

'Special trains brought rowing and canoeing teams from Ballarat for the opening ceremony and for the final movement of competitors from Ballarat to the Olympic Village at Heidelberg. Other specials were run between Melbourne and Ballarat for the public attending events on Lake Wendouree.

'A special suburban timetable was operated on Thursday 22 November 1956 in connection with the opening ceremony, nearly half of the 100 000 spectators, who had booked out the main stadium, travelled by rail.

'Over 20 000 school children in the suburban area were conveyed to and from Richmond and Jolimont stations throughout the period of the games, the heaviest day being 28 November when 6000 children were carried.

'Special fares were fixed for travel associated with the Games. Cheap day return fares to Melbourne and from Melbourne to Ballarat in connection with events held on Lake Wendouree applied for either day return or for periods covering the duration of the Games. Special day excursion fares applied for travel by guaranteed special trains.'

NOT AUTHORISED TO OPERATE. YET.



- Above: The first NR locomotive to enter Victoria was NR61 which ran dead attached on 9804/YB4 freight on Sat.28.9.96. This locomotive was built at Goninan's Perth facility and was being transferred to Newcastle. It is seen here at Tatyoon Loop *Ian Green*
- Below: Brand new. The NR locomotive is an impressive sight – while it's only around a couple of metres longer than a C class, up close it just seems much bigger – longer, higher and wider – and they're definitely cleaner at present. NR2 at Manor Loop coupled to C508. Thurs.24.10.96 *Steve Malpass*



National Rail Corporation locomotive NR2 ran through Melbourne on train NP2/9801 (or, as it is commonly referred to, 'the steel') on Thursday 24 October on its way to Adelaide for crew training, having commenced its journey the previous day in Newcastle.

By chance, the train was seen and photographed nearing the site of Goninan's locomotive maintenance complex (where the NR locos will eventually be serviced) which is under construction at the former VR Spotswood Workshops, adjacent to the Newport - Sunshine Loop line.

The number two end reveals a noticeable difference to other locomotives – 'the back stairs' – designed to keep crew members and shunters inside the line of the loco



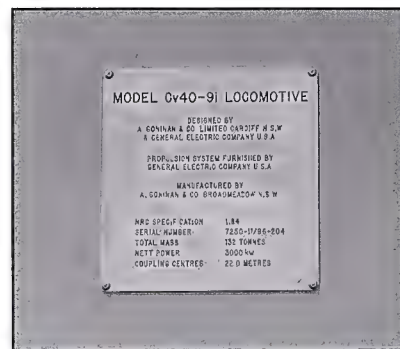
NR2, still unauthorised to power in Victoria due to operational restrictions, was third loco dead attached behind C501 and C508. Permitted to operate in South Australia, it was intended to put the loco 'on the front' at the SA border to be the first NR to run through the hills and into Adelaide. However, this did not eventuate.

During an hour long stay at Manor Loop to cross the up SCT train, the crew were observed completing various on-the-job training and familiarisation tasks in and around the loco. It is believed the NR's will be permitted to run as trailing units within the next few weeks in Victoria and as leading units by February/March 1997 with the completion of the loco's Victorian communication system installation.

NR2 returned to Victoria behind BL33 on AM5 as the star attraction for the NRC staff Open Day at South Dynon on Sunday 27 October, before running back to Adelaide on the Monday 'steel' for further crew training. NR2 is one of two NR locomotives available at present for crew training purposes, the other being NR62. It is anticipated that the locomotives will have officially entered service during the first week of November running exclusively on the Adelaide - Perth corridor.

So it seems the Adelaide hills will echo with the sound of the veterans for a little longer yet. — STEVE MALPASS

When compared to their GM equivalents, the NR builder's plates are much less traditional with the information laid out, albeit clearly, in a relatively informal manner



During their wait for the cross at Manor Loop, the crew are in the process of working their way around NR2 completing a series of tasks set out in their work book as part of the on-the-job training and familiarisation required for the new locomotives All photos Steve Malpass





- Above: Class leader, NR1, which has not yet ventured into Victoria, is seen leaving the Goninan plant
- at Broadmeadow, NSW, prior to its first light engine trial. Mon.23.9.96 *Daven Walters*
- Below: Until the locomotives are officially accepted by the NRC, they will be seen with only the NRC
- symbol. The 'National Rail' and class/number lettering will only be applied after satisfactory running-in
- over 10,000 kilometres or two weeks without any trouble – whichever comes first. Also of note is the
- amount of function labelling evident on the locomotives. NR2, behind C501-C508 departs Manor Loop
- with NP2/9801 westbound steel train on Thurs.24.10.96 *Steve Malpass*





- Above: Ex TGR Pacific M6, disguised as M9, stands at Queenscliff with a banked fire in readiness for working
- school vacation services the following day. Fireman Ben Elliot, has posed whilst the loco and surrounds have
- been lit with multiple bursts of electronic flash using the 'painting with light technique'. Wed.2.10.96 *Steve Munro*

BELLARINE PENINSULA RAILWAY



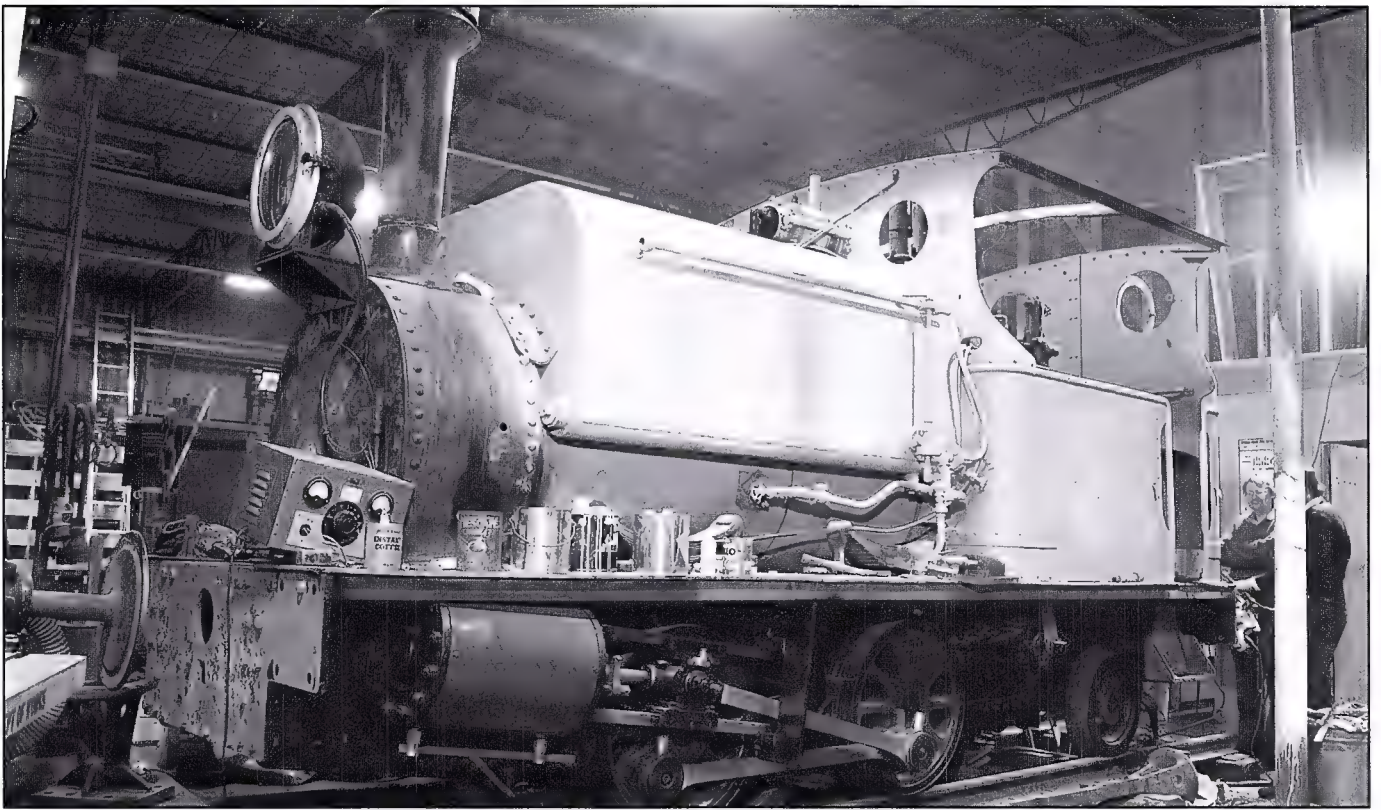
- Above: This month NEWSRAIL features the Bellarine Peninsula Railway which operates on the former VR branchline between Queenscliff and Drysdale. The line has been regauged to 1067 mm and the railway operates a variety of steam and diesel locomotives from various narrow gauge railway systems of Australia.
- Ex TGR M6 and ex WAGR V1209 are shunting their train at Drysdale. Sat.16.9.95 *Roger Gillard*
- Below: Pacific M6 and Mikado V1209 prepare for departure from Queenscliff with the morning service for Drysdale during school holidays *Steve Munro*





- Above left: Ex SAR 4-8-0 T251 arrives at Drysdale with the fire patrol wagon following closely behind.
- Steam operation on tourist railways during the summer period depends on regular trackside fire prevention methods being utilised *Steve Munro*
- Above right: M6 heads an up passenger train to Drysdale which is banked in the rear by V1209.
- The train is leaving Mannerim. Sat.16.9.95 *Roger Gillard*
- Below: Operating tender first, V1209 passes Laker's Siding with a Queenscliff bound train. Sun.1.10.95 *Roger Gillard*





- Above: Ex Fyansford Cement locomotive No. 6 is seen undergoing an extensive rebuild in the loco shed at Queenscliff
- Below left: There are plenty of dirty jobs on a tourist railway that are required to keep the trains operational. Fitter/fireman Ben Elliot is seen washing out the water space around the firebox of ex WAGR 2-8-2 V1209
- Below right: An unexpected hose leak gives 1209's fireman more water than anticipated as the tender is filled from the water column at Drysdale *All photos Steve Munro*





SHOW TRAINS

- Above: Train services this year to the Royal Melbourne Show were brightened by the use of a decorated six car Comeng set which was dedicated to the Flinders Street – Showgrounds shuttles. Carrying the name 'The Show Train', carriages were decorated in advertising livery for the sponsors which included a radio station, a pet food manufacturer and the Victoria Police. 'The Show Train' has just diverged from the main line at Newmarket. Thurs.26.9.96
- Below: A clean Comeng set, bound for the Showgrounds is about to pass automatic signal E173 between Kensington and Newmarket. Sun.29.9.96 Both photos Stuart Turnbull





TRAILER RAIL

- Above: The Trailer Rail service which runs twice weekly between Melbourne and Perth is almost exclusively powered by National Rail's aging C class units between Melbourne and Adelaide. C509 heads eastbound with 6PM7N at Glenalta (SA) on Sun.16.6.96 *Roger Evans*
- Below: C510 powers out of Monarto South (SA) with 6MP7 on Sat.24.8.96 *Gavin McLaughlan*



OPERATIONS

An overview of recent sightings and observations

GENERAL

COMENG ELECTRIC TRAINS TO NORTH BENDIGO/ GONINAN WORKSHOPS:

Fri.13.9: 497M-1099T-498M-339M-1020T-340M.

Fri.20.9: 351M-1026T-352M-355M-1028T-356M attached to Hitachi units 5M-2003T-122M.

COMENG ELECTRIC TRAINS EX-NORTH BENDIGO/ GONINAN WORKSHOPS:

Fri.13.9: 330M-1025T-528M-477M-1089T-478M.

Fri.20.9: 377M-1039T-378M-328M-1014T-464M attached to Hitachi units 36M-1979T-37M.

HITACHI ELECTRIC TRAINS EX-NORTH BALLARAT WORKSHOPS:

Tues.17.9: 105M-1999T-178M.

CLEARANCE TESTING: On Wed.4.9, T409, fitted with clearance testing equipment, tested the sidings at Dandenong, ASEA Brown Boveri, ACI, Lang Lang, Australian Glass and Nyora.

The following day the sidings at Somerville, Hastings, Crib Point and Stony Point were also tested.

On Tues.10.9, H2 fitted with clearance testing equipment, tested the standard gauge loops at Tottenham, McIntyre, Tullamarine, Somerton, Donnybrook, Wallan, Broadford, Tallarook, Seymour, Longwood, Alumatta and the Wodonga Coal Siding.

The following day the standard gauge loops at Wodonga, Chiltern Alumatta, Glenrowan, Benalla and Violet Town were tested as well as the main line between Violet Town and Dynon.

On Tues.24.9, H2 tested the loops on the standard gauge at Manor, Gheringhap, Wingeel and Berrybank. It then tested the Maroona sidings and stabled.

The following day the main line at Maroona and loops at Tatyoon and Vite Vite were tested.

SPRINTER TRAINING RUN:

On Thurs.19.9 a Sprinter ran from Spencer Street to Geelong, returned to Werribee, then back to Geelong. It departed Geelong at 13 10 and arrived at Spencer Street at 14 13.

IMPROVED V/LINE PASSENGER SERVICES: As from Sun.13.10 the following additional Sprinter services were instituted:

Ballarat:

Down: Weekdays at 18 45 and Saturdays at 15 45

Up: 06 55 on Saturdays and 11 05 on Sundays.

Kyneton:

Down: Weekdays at 09 40 and Sundays at 12 30.

Up: 05 22 on weekdays and 10 28 and 15 23 on Sundays.

Bendigo:

Down: Sundays at 12 30.

Up: 14 25 on Saturdays and 09 45 and 14 40 on Sundays.

Through service:

The weekday 07 03 up pass. from Traralgon will be through-routed to Ballarat, arriving there at 11 10.

SOUTH WEST — Geelong - Warrnambool - Cressy - Portland - Ararat

GHERINGHAP SIGHTINGS:

Mon.19.8: C502-C506-442S1-57 wagons (9804) at 16 59.
A Sprinter railcar conducted tests of the DICE system between 20 32 and 22 40.

Tues.20.8: G537-C502-C506-442s1-51 wagons (9801) at 12 11.

Thurs.22.8: CLF1-25 wagons (TNT) (9754) at 14 09.
BL35-C501-442s1-45 wagons (9804) at 23 59.

Fri.23.8: BL34-442s2-44 wagons (9714) at 11 25.
BL29-DL42-29 wagons (9722) at 12 39.
BL29-DL42-41 wagons (9711) at 23 16.

Sat.24.8: C509-442s1-40 wagons (9713) at 02 56.
BL34-442s2-42 wagons (9701) at 20 52.
R707-J515-12 carriages (8192) at 20 52.

Mon.26.8: C509-C507-442s3-15 wagons (9801) at 11 03.

Tues.27.8: G513-X31-H2-S311 (WCR)-34 wagons (9152) at 03 40.
A81-T392-X32-S300 (WCR)-11 wagons (9139) at 13 40.
BL27-C508-BL30-50 wagons (9804) at 18 35.
G540-X40-28 wagons (9751) at 20 45.

Wed.28.8: G526-X34-X36-A73-33 wagons (9139) at 14 49.
BL35-C507-442s1-40 wagons (9804) at 16 04.

Thurs.29.8: X41-T392-10 wagons (9152) at 00 01.
BL29-BL26-C510-64 wagons (9801) at 10 25.
A81-G534-X32-28 wagons (9139) at 16 45.
BL32-C504-C508-47 wagons (9711) at 22 37.

442s3 leads YB4/9804 eastbound steel train (albeit briefly) with C507-C509, off 9803, as they shunt at Murtoa after C502 failed on YB4 at Dimboola.
15 30, Mon.26.8.96 Gavin McLaughlan



OPERATIONS



G530-G537 climb away from Murgheboluc with 4PM9/9752 eastbound SCT supervan. Thurs.8.8.96 *Gavin McLaughlan*

Sat.31.8: BL26-442s2-40 wagons (9718) at 00 41.
C510-442s2-C509-60 wagons (9801) at 11 34.
G528-G516-A85-40 wagons (9121) at 14 03.
BL29-705-442s1-46 wagons (9804) at 17 14.
C507-442s3-36 wagons (9712) at 23 18.
Sun.1.9: C-705-29 wagons (9721) at 03 34.
BL29-C504-442s1-60 wagons (9801) at 11 58.
BL34-BL33-C505-50 wagons (9804) at 17 54.
Mon.2.9: C507-442s3-51 wagons (9801) at 11 11.
G516-G528-G526-G513-40 wagons (9124) at 11 13.
BL26-C506-C510-62 wagons (9804) at 16 20.
Tues.3.9: BL26-C506-C510-41 wagons (9801) at 11 14.
G532-X34-A79-42 wagons (9139) at 15 20.

BL31-BL29-442s2-53 wagons (9804) at 16 59.
Wed.4.9: A62-X37-G528-53 wagons (9139) at 16 51.
Fri.6.9: BL28-GM45-49 wagons (9702) at 08 24.
G516-X37-A85-32 wagons (9139) at 15 25.
C504-C510-442s2-58 wagons (9804) at 15 47.
ALF22-27 wagons (TNT) (9753) at 19 36.
Sat.7.9: G540-X38-17 wagons (9791) at 00 42.
C510-GM45-48 wagons (9713) at 02 45.
C503-442s3-42 wagons (9712) at 04 23.
BL35-C502-C506-53 wagons (9804) at 16 47.
Sun.8.9: BL35-C502-C506-57 wagons (9801) at 11 14.
Mon.9.9: A78-X32-G543-A71-28 wagons (9139) at 14 05.
BL33-C509-442s2-58 wagons (9804) at 16 55.

GHERINGHAP:

Train frequency:

Week Ending:	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
25 August	21	24	21	22	28	18	13	147
1 September	18	23	17	20	21	21	6	126
8 September	18	28	19	25	28	20	16	154
15 September	19	25	21	27	26	16	6	140
22 September	17	24	22	22	29	17	71	38
Totals:	93	124	100	116	132	92	48	705

Tues.10.9: X34-X42-G543-T374-36 wagons (9152) at 02 05.
G515-G524-G526-G516-24 wagons (9124) at 07 30.
BL33-442s2-47 wagons (9801) at 12 29.
C506-C502-442s3-41 wagons (9804) at 16 01.
X42-T390-A73-50 wagons (9139) at 17 16.
Wed.11.9: G534-X37-G528-A77-X31-34 wagons (9124) at 01 07.
C506-C502-442s3-61 wagons (9801) at 11 47.
T369 (WCR) (9156) at 12 53.
Thurs.12.9: BL29-442s2-36 wagons (9804) at 16 11.
G515-G531-G524-32 wagons (9123) at 17 17.
Fri.13.9: BL32-C509-BL34-53 wagons (9702) at 09 04.
C506-442s3-442s2-40 wagons (9801) at 12 20.
A77-G516-X33-34 wagons (9139) at 14 54.
Sat.14.9: C510-442s4-38 wagons (9712) at 03 50.
C510-442s4-44 wagons (9701) at 19 16.
Sun.15.9: C501-C504-50 wagons (including NR class loco frame) (9801) at 11 34.
Mon.16.9: BL33-442s2-40 wagons (9801) at 11 06.
A85-X34-G524-41 wagons (9139) at 14 23.
BL34-C506-C502-63 wagons (9804) at 18 24.
G529-H2-20 wagons (9791) at 23 58.
Tues.17.9: BL27-C503-C510-38 wagons (9801) at 12 07.
A77-X33-G527-23 wagons (9139) at 15 11.
Wed.18.9: BL29-442s3-C508-45 wagons (9702) at 08 09.
BL34-442s2-26 wagons (9804) at 15 38.
C508-442s3-40 wagons (9711) at 23 16.
Thurs.19.9: BL34-442s2-45 wagons (9801) at 14 15.
G534-G528-X33-51 wagons (9139) at 19 10.
Sat.21.9: BL27-442s4-31 wagons (9804) at 17 21.
Sun.22.9: BL27-442s4-25 wagons (9721) at 03 42.

NORTH WEST — Mildura
MILDURA: X31, 32, 33, 34, 37, 41, 42 and 43 have all been noted at

OPERATIONS

Mildura following their modification for shunting in lieu of the Y class pilot. The shunting required is mainly cement and fuel with containers for rail from the packing sheds now contracted to Wakefield's Transport, Merbein.

X34, freshly painted with 'V/Line Freight' on the sides was noted on Tues.17.9.

G514 was at Mildura from 13-15 September replacing 2 x X class. G class are usually seen on special grain movements to Yelta.

NORTH Swan Hill - Echuca

BENDIGO:

Loco depot visits:

Sun.1.9: A79, N463, N467, P17, S301, S306, S307, S310, X32, Y118.

Sun.8.9: A85, N454, N456, P14, P18, S301, S306, S307, S310, X39, Y118.

Sun.15.9: A77, A81, N469, S301, S306, S307, S310, X44, X47, Y118.

Sun.22.9: A60, A85, N462, S301, S306, S307, S310, X34, X37, Y118.

Maryborough - Swan Hill goods (9081):

Mon.2.9: G528-34 wagons (12 tanks) arrived 22 08.

Tues.3.9: A79-22 wagons (3 tanks) arrived 21 04.

Fri.6.9: A85-12 wagons (11 tanks) arrived 21 19.

Mon.9.9: A71-28 wagons (7 tanks) arrived 21 08.

Wed.11.9: A71-7 wagons (5 tanks) arrived 21 04.



Against a threatening sky and with evidence of recent heavy rain in the foreground, C502-442s2 approach Hesse Block Point with YB4/9804 at 16 25 on Tues.24.9.96 *Graham Withers*

Thurs.12.9: A73-23 wagons (7 tanks) arrived 21 25.

Fri.13.9: A77-24 wagons (5 tanks) arrived 21 07.

Mon.16.9: A85-24 wagons (8 tanks) arrived 21 01.

Tues.17.9: A77-8 wagons (4 tanks) arrived 21 00.

Fri.20.9: A60-20 wagons (10 tanks) arrived 21 07.

Swan Hill - Corio goods (9280):

Mon.2.9: G532-A79-30 wagons (3 tanks) departed 19 22.

Tues.3.9: G528-29 wagons (10 tanks) departed 19 41.

Wed.4.9: A79-G526-49 wagons (7 tanks) departed 19 15.

Thurs.5.9: A62-23 wagons (11 tanks) departed 19 30.

Fri.6.9: A79-27 wagons (5 tanks) departed 19 30.

Tues.10.9: X33-A71-T400-T409-40 wagons (8 tanks) departed 19 40.

Wed.11.9: A73-T390-25 wagons (8 tanks) departed 19 50.

Thurs.12.9: A73-X32-24 wagons (9 tanks) departed 20 24.

Mon.16.9: G526-A77-X47-51 wagons (2 tanks) departed 19 08.

Tues.17.9: A85-18 wagons (4 tanks) departed 19 18.

Wed.18.9: A77-G511-37 wagons (7 tanks) departed 19 50.

Thurs.19.9: A85-A60-32 wagons (9 tanks) departed 19 23.

Fri.20.9: G534-X34-29 wagons (8 tanks) departed 19 03.

Deniliquin - Melbourne goods (9084):

Mon.2.9: N453-X42-T392-P17-27 wagons departed 20 03.

Tues.3.9: N465-X41-T409-P19-44 wagons departed 20 27.

Wed.4.9: N463-X33-P14-22 wagons departed 20 13.

Thurs.5.9: N467-X32-X37-P17-44 wagons departed 20 27.

N460-P17 prepare to depart Shepparton yard with the 10 00 up Tocumwal superfreighter (9352) whilst an N class stands in the platform road with the up afternoon pass. for Melbourne. Mon.26.8.96 *Bill Ludlow*



OPERATIONS



G523 nears Springhurst with MW2/3308 Port Kembla steel train.
Mon.12.8.96 *David Dunn*

Fri.6.9: N468-A62-X39-P20-T388-42 wagons (6 tanks) departed 20 24.

Mon.9.9: N456-A85-X39-P18-P14-51 wagons departed 19 28.

Tues.10.9: N474-X39-X44-P15-49 wagons departed 20 24.

Wed.11.9: N452-X34-P14-23 wagons departed 21 45.

Thurs.12.9: N470-A60-X33-28 wagons departed 20 53.

Fri.13.9: N474-A85-16 wagons departed 21 11.

Mon.16.9: N466-A81-X44-H4-21 wagons departed 20 13.

Tues.17.9: N471-A60-X32-44 wagons departed 20 00.

Wed.18.9: N456-A81-X41-42 wagons departed 20 38.

Thurs.19.9: N455-X42-29 wagons departed 21 09.

Fri.20.9: N461-A81-X31-23 wagons departed 20 42.

Melbourne - Deniliquin goods (9083):

Thurs.5.9: N459-X32-P17-32 wagons arrived 01 00.

Sat.7.9: N454-X39-P18-P14-31 wagons arrived 08 35.

Sat.14.9: N460-X44-A81-X47-27 wagons arrived 07 46.

Sat.21.9: X34-X37-A85-46 wagons arrived 08 20.

Grain trains:

Mon.2.9: G532-20 wagons (9077) arrived 07 55.

Wed.4.9: G526-20 wagons (9077) arrived 07 40.

Fri.6.9: A62-T388-20 wagons (9077) arrived 07 43.

Tues.10.9: X33-X39-20 wagons (9077) arrived 07 44.

Thurs.12.9: G511-20 wagons (9077) arrived 07 33.

Mon.16.9: G526-20 wagons (9077) arrived 08 04.

Wed.18.9: G511-20 wagons (9077) arrived 07 48.

Fri.20.9: X34-10 wagons (9077) arrived 07 53.

**NORTH EAST –
 Tocumwal - Albury**

OAKLANDS:G class locos have been running grain trains to and from Oaklands on Tuesday and Friday during September.

METROPOLITAN

FREMANTLE DOCKERS'

TRAINS: On Sat 28.9 two six-car Comeng trains ran from Flinders Street to Flemington Racecourse and return, then onto Macleod and return for a group of Fremantle Dockers football fans.

STONY POINT LINE: On Friday afternoon and Tuesday morning the train is usually hauled by an X class loco with three MTH carriages. From Tuesday afternoon to Friday morning the motive power is generally an A class and A62 in its new livery has been sighted on a couple of occasions as well as on up Long Island goods.

The Tuesday and Friday only empty car change-overs (8541 and 8542) are listed as being able to run light loco or empty cars in either direction on either day.

All four MTH carriages are now in the new livery and Driver Only Operation may start in December, well over a year behind the initial proposed date which was announced on last November's open day.

Nothing to do on

TUESDAY NIGHTS?

Why not visit the ARHS Archives on the down platform at Windsor from 8 p.m.?

See you there!

A79 has just arrived at Stony Point with a train consisting of three MTH cars. Thurs.28.12.95 *Mark Russell*



WORKS

A round-up of News, Tenders and items from the Weekly Operational Notices

CROSSING MODIFICATIONS

The signalling for the following crossings on the Geelong line have been modified for 130 km/h operation.

- Old Melbourne Road crossing at Hoppers Crossing.
- Edgars Road at Little River.

WEEKLY OPERATIONAL NOTICES

BALLARAT - ARARAT: As from Fri.26.7 the miniature electric staff instruments from Ballarat, Trawalla, Buangor and Ararat were removed from service. (WON31/96)

CEMENT WAGONS: VPCX wagons 109 and 158 have been classified VPBX after being modified for high pressure pneumatic discharge. (WON31/96).

DONALD: Donald has the facility to operate as either an Intermediate Terminal station or an unattended crossing loop.

During the period that the station is unattended the status of the location must not be altered until any outstanding train orders issued to the location has been fulfilled. (WON32/96)

DUNOLLY: A flag derail has been installed in the down end extension of the standard gauge line. It is situated 38 metres from the baulks in an up direction and is provided with a white reflective disc. (WON31/96)

NAR NAR GOON: On Sun.1.9 the following alterations took place:

- The points leading from 2 track to the up line were abolished.
- No. 12 up home signal from 2 track to the up line was removed and No. 8 dwarf signal leading from the up line to Nos. 1, 2 and 3 tracks were removed.
- No. 14 up home signal, previously applicable from 1 track to the up line was converted to automatic signal No. D2114 and 2 track was shortened by 180 metres at the up end. (WON35/96)

NORTH GEELONG C BOX:

As from Fri.30.8 track and signal alterations were carried out and the existing signal control panel was abolished and replaced with a new one with colour light signals.

Various signals were replaced with colour light signals and the Separation Street level crossing was provided with boom barriers.

The electric staff system between North Geelong B and C boxes remains in force. (WON34/96)

SPRINTER RAILCARS:

- Sprinters are authorised to operate between Bendigo and Echuca at 80 km/h. On the up a speed restriction of 40 km/h applies to all trains approaching the Murray Valley Highway level crossing. (WON 37/96)
- Sprinters are authorised to operate on the greater proportion of the journey between Seymour and Albury at up to 130 km/h. They are restricted to 115 km/h on some sections.

The maximum speed between Wodonga and Albury is 80 km/h. (WON37/96)

TANK WAGON: WT49, a four-wheel water tank wagon has been deemed suitable to operate within Victoria. The wagon has a capacity of 9100 litres and is provided for use with steam locomotive Y112. (WON 37/96)

VAN PCP292: This passenger/luggage van has been deemed suitable to operate in Victoria. It has an all steel body and a vestibule at one end. It is fitted with a diesel alternator power unit which supplies head-end power. It is not permitted to operate between Flinders Street and Clifton Hill. (WON37/96)

TENDERS

The following tenders have been called on behalf of the PTC:

- Graffiti removal in each of the four suburban districts, i.e. north, south, east and west.
- Supply and delivery of equipment cabinets to house electronic communications equipment.
- Clearance of sleepers between Woomelang and St Arnaud.
- Remedial works to bridge substructures at Richardson River and over-flow rail bridges at Donald. This work generally comprises repairs to cracked piers and surface coating to bridge base plates and concrete deck.

- Design and construction of ground level commuter carparks at Greensborough, Pakenham, St Albans and Footscray railway stations.

- Addition to the first floor, 15.7 m x 5.7 m, of the existing building of the Newport signal control room (New signal box at Newport).

- Supply and delivery of fully reconditioned EMD type D78 locomotive traction motors.

- Supply and delivery of fully reconditioned EMD type D31 locomotive traction motors.

- Supply of fully maintained mobile freight handling equipment for V/Line's Dynon freight terminal.

- Upgrade of Geelong carriage washing plant.

- Loading of railway sleepers at various locations.

- Carriage cleaning contracts at Swan Hill, Bendigo, Wodonga and Traralgon.

- Supply and delivery of carbon pantographs pans.

- Removal of footbridge at Hamilton and Yarragon railway stations.

- Supply and delivery of boom barrier arms/tongues.

- Sale of assorted rail, sleepers and scrap from various locations.

- Sale of Tait carriages.

LOCOS FOR SALE

Queensland Railways advertised that eighteen 1620 class and one 1600 class diesel-electric locomotives were to be auctioned along with Fairmont track cars and rollingstock spares.

INTERSTATE ROAD TRANSFERABLE LOCOMOTIVES

Westrail have called for expressions of interest on behalf of themselves and Queensland Rail for the design, manufacture, commissioning and delivery of two automotive prime movers modified for the haulage of rail wagons on the narrow gauge. The units are expected to be easily adaptable for either rail haulage or road transfer operation.



Mikado locomotive X54 shunting Moe station during the 1940s *Author's collection*

— FROM — — THE FIREMAN'S SIDE — by J G (Jo) Glasson *The third in a series of reminiscences*

After a long day shunting and marshalling trains, one's thoughts were to get home as soon as possible — the aim of both crews. However, if the train crew could see a bonus coming up, they would reduce power, leaving it up to the front loco crew to work hard.

Our revenge was to wait until the smoke from the funnel was in line with the train and then apply a large fire, producing as much black smoke as possible. This rolled back over the tender and right into the cab of the loco.

This usually had the desired effect and would soon see a healthy blast from their funnel. Later on, with oil burners, you would provide as much horse power as possible to reduce the work load on the coal burners.

I had learnt a lot at Moe depot and was satisfied that I had met most of my ambitions. My next step was into the faster train running on the main line, which would require another transfer. Warragul was growing as a depot and additional crews were required. Some of the firemen were getting their driver's ticket and their places needed filling.

I applied and was soon back at my old haunts, in yet another boarding house, where about ten others boarded, some of them railwaymen — signalmen, station staff and shunters. Again, it was only a short ride on the bike to get to the depot.

I was duly appointed a full time fireman, with a senior driver, Les Bennett, which freed me from the shed duties and

Most of the trackwork at Moe was either shunting at Moe yard or Yallourn, the balance being double-heading trains out of Yallourn via Hernes Oak Junction to Moe

work at the coal stage, except when there was reduced train running. My seniority was growing as others came on below me and were transferred to Warragul.

There was only one branch line at Warragul (to Noojee) and the remainder of the running was usually through goods, pickup goods, bankers and passenger services on the Gippsland line, ranging from Melbourne to Sale.

My first assignment was a 14 30 up goods ex Warragul, with locomotive C1 and driver Charlie Adams, who had just completed his driver's examination, both theory and practical, the final test being to be tested on a passenger train.

About that time, Charlie's son was killed when riding a billy cart down the road. Understandably, he was under a great strain and was a very nervous person.

I proceeded to prepare the locomotive, cleaning the spark arresters, checking the sand boxes, oiling the motion gear and checking the tender to ensure it was full of water and coal.

I made the usual check of the firebox and, to my dismay noticed that half the brick arch was missing and the baffle plate almost non-existent. What this meant was that each time the firebox door was opened, the onrush of cold air would go directly into the tubes and not where it could be mixed with the hot fumes under the brick arch.

As we know, the purpose of the brick arch is to lengthen the journey of the gases to the tubes and boiler and to mix

these gases for combustion. In this case, it would require a great deal of firing skill, particularly as it would be a full load leaving Warragul.

The coal from Warragul was generally State Mine coal and of a poor quality, so I could see some hard work in front of me.

I duly informed Charlie of the condition of the firebox, as this would be relayed to the changeover crew. The next thing I knew, I was in a heap on the floor. Whether I had been hit or jostled, I did not know.

Irrespective of the condition of the locomotive, he was going to run to time, whether it suited me or not. I was about to step off the engine, but on reflection considered his tragedy and stayed put. The journey proceeded without incident and I was able to maintain steam pressure until changeover.

Later, Charlie and I were very close friends and would go away fishing on many weekends.

The X class locomotives were new arrivals at Warragul and were a favourite of mine. Good steamers, comfortable to ride on and, with the additional help of a booster under the cab, gave that extra horsepower when needed.

Having a much bigger firebox required a special technique, which I had learnt from the crews at North Melbourne loco. It was generally accepted that if you didn't have previous knowledge on these locomotives, an engineman's instructor would ride with you.

This was also the case when oil burners were introduced, but strange as this arrangement was, I was never instructed on either of these new types, yet I mastered them to a very high degree, due in no small measure to assistance given me when I was a cleaner, riding as third man.

I was a fireman on a Yarragon banker with an X class and, having pulled up the grade to Darnum, was held at the platform until the line ahead was cleared, when onto the footplate stepped an engineman's instructor. He asked if I had received instructions on X classes, to which my answer was 'no'. He jumped on the firebox treadle, examined the fire and asked how I liked the Nathan injectors. My reply was 'great'. His remarks were 'You are doing everything right, so there is no need for me to hang around' and he promptly left. A test lasting three minutes — the only one I ever received during my firing career.

On a similar trip with an X class, we were diverted into the No.2 road at Darnum. As the train was very long, the guard was waving us forward to clear the main line, when, without warning, all the driving wheels dropped off the rails. To all intents and purposes, we were totally disabled.

Charlie said that we would need the breakdown crew and crane to get it back on the track. Nobody liked filling out reports of such disasters and I said to Charlie that there was one way to get it on again. I then let the air out of the train from behind the tender and then told Charlie to put it in full forward gear and quickly throw the regulator full open, but be ready to apply the brake almost immediately.

With an almighty thump, it jumped back on the rails, much to Charlie's delight. No sooner was it on, but it was off again and Charlie's delight turned to gloom. He said that this time it was off for keeps and we would need the breakdown. I suggested that he try it again, as it was worth another try. He did just that and with a thump and a jump it was back on the track a second time — this time to stay.

The relieved look on Charlie's face was something to behold. 'Hey, Joe' he said, 'we've still got a problem — the marks will be on the sleepers and neither the guard nor the station staff are aware of our derailment'. I replied 'By the morning there'll be another six trains on that track and no-one will know who caused the marks'.

To be derailed twice in the one shift, yet be able to be back on within minutes, endeared me to Charlie for years to come.

Whilst talking about X class locomotives, a similar incident occurred with more disastrous results with driver Tommy Hayes. We had changed over at Tynong onto a down goods terminating at Warragul and were signalled into the No.2 road at Longwarry to await a cross with an up goods.

On applying the brakes, the train stopped, but the locomotive moved further on, then recoiled back as if on an elastic band. I exclaimed 'Tom, what's the trouble'. Reply — 'Jo! Jo!, no brakes.' I grabbed a big wrench and proceeded to get off the footplate, saying to Tom that I would take up the push rods, which meant having to climb under the locomotive and work on one's back, as there was no pit. Tom replied — 'Jo! Jo! no, no, I'm the driver and what I say goes; I will not let you get underneath as it's too dangerous'. Needless to say, I had taken up the brakes on all types of engines when assisting the fitter during cleaner duties earlier in my career.

Tom was insistent, I was not, nor was he, going to get underneath to take up the brakes. From then on, I could only see a disaster in the making. I thought, well at least we still have the tender hand-brake, so I hope it works.

There was absolutely no braking on the locomotive. How it left Melbourne in that condition, I will never know. What I did know was that when we arrived at Warragul and went over the pit, it was a down hill gradient and the loco would be unable to stop, except if it ended up in the turntable pit.

We arrived at Warragul No.3 road, where I uncoupled the loco to go over the pit. We proceeded onto the main line, past the home signal, then back onto the platform road and forward to the depot. I pleaded with Tom to leave it there and get the fitter, as there was no way we were going to stop.

We proceeded out of the yard, onto the main line, past the home signal. Tom applied the brakes, nothing happened and we kept on rolling. I said 'Tom, you've still got reverse gear to use, to stop'. This he did and back we went to the signal box, to await the signal to proceed over the pit.

I had noticed, much to my relief, that there was a K class taking engine requirements on the pit. The driver was underneath and the fireman taking water. At least that could stop us from going into the turntable pit. I cautioned Tom to place the wheel in reverse and get ready with the regulator.

I was already winding on the tender hand-brake, which was having little effect. Our speed gathered as we proceeded on the downhill gradient. By the time Tom had applied the brakes to emergency, reversed the lever and opened the regulator, we were doomed — it was cow-catcher to cow-catcher, and the bang brought the driver-in-charge racing out of the shed.

The fireman taking water was thrown from the tender and the driver underneath appeared ready to take revenge. The K class was rammed back almost to the turntable. The X class was derailed, luckily not over the pit area, and out of all this mayhem, I heard Tom say, after grabbing his bag and stepping from the locomotive, 'Goin' home now! goin' home now!'. The driver-in-charge, Bill Hortle, confronted me: 'What are you going to do next?' Tom was on his way home and Bill said that we would need the breakdown crane. I explained to Bill how to get it back on the rails and again the technique worked, for a third time. By this time I was becoming an X class specialist.

Bill was satisfied, until an examination of the K class revealed — main buffer bar bent, cow-catcher buckled, smoke box twisted, two boiler stays broken and tubes leaking. This engine was later towed to Traralgon for major repairs. The X class fared better — a bent cow-catcher. All for the sake of ten minutes work to take up the push rods or the short rods.

TAILDISC

Reviews, amendments, queries, bits and pieces and the odd spot

ADDENDA

The following addenda to the August and September issues has been received:

p.237: Conversion of E cars to electric lighting in the 1920s. The joint stock E cars had a light switch in each compartment as well as the switch in the corridor. Thus passengers in a compartment could be independent of the conductor or the wishes of passengers in other compartments.

p.237: Note 7: The seat reservation system for the Parlor Car on the express to Albury appears to have been administered by the SM Spencer Street. The VR public timetable of 2 May 1910 indicates there was no seat reservation system on the Adelaide service at that time.

p.244: R737, featured in the photograph had just completed running the final steam replacement of regular service on the south east line. This was the 15 58 Flinders Street to Leongatha on the previous day. The R only ran as far as Korumburra where a DERM and trailer, which had been towed from Flinders Street,

took over for the balance of the journey.

The same operation in reverse occurred on the return journey on the Saturday morning.

p.265: Replacement of sliding guard's compartment access doors.

Mr B McLean has photographs of CE vans 5-21, 23-25, 28-33 and 35-37, all of which have this alteration made. He can also confirm that all of the photographed vans were painted blue with yellow stripes.

p.278: *Baderloo* has not been scrapped.

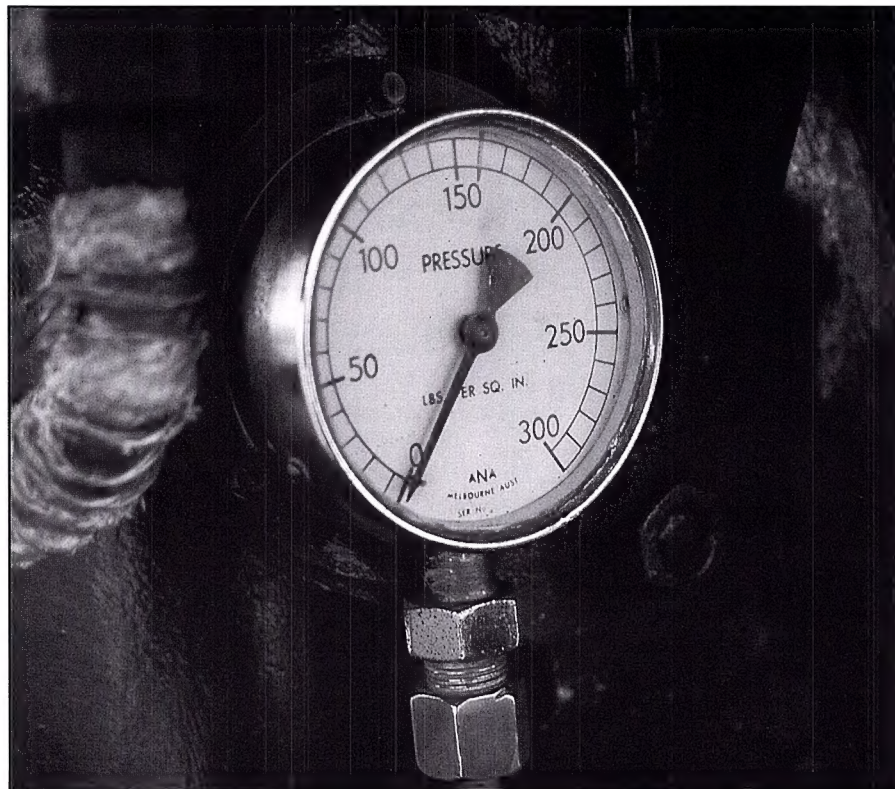
As observed earlier this year, the body, somewhat deteriorated, is still on a farm at Mt Barker Junction, South Australia.

ODD SPOT

Japanese crows have developed a new line of behaviour that has frustrated train crews, controllers and passengers by causing delays.

Police staking out the railway tracks have filmed the birds picking up stones and placing them on the rails.

The pressure gauge on ex TGR loco M6 which now resides on the Bellarine Peninsula Railway *Steve Munro*



— The — CLASSIFICATION YARD

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classified ad column*

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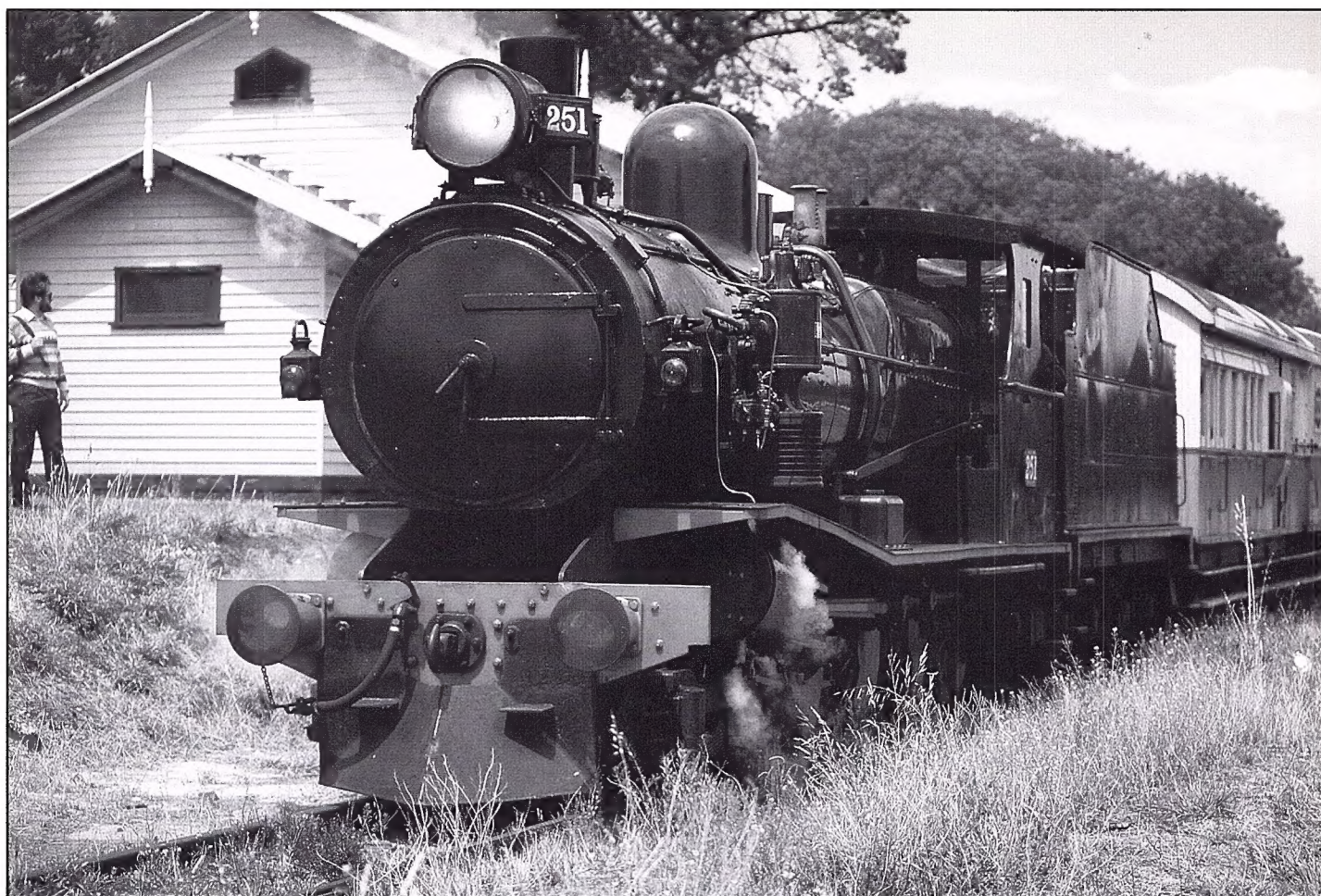
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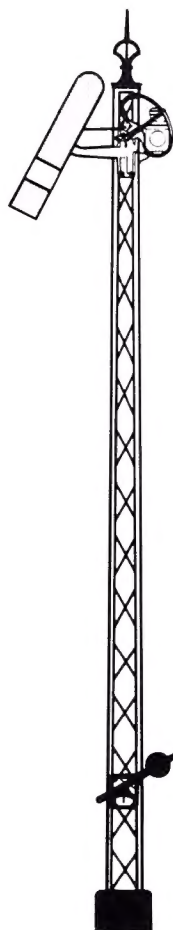
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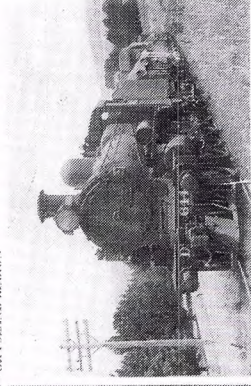
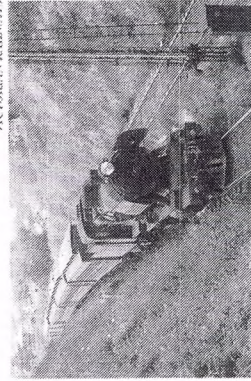


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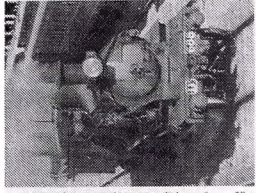


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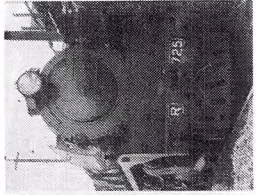
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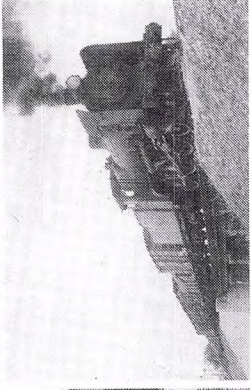


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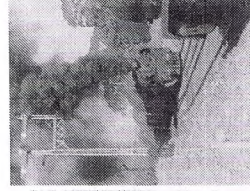
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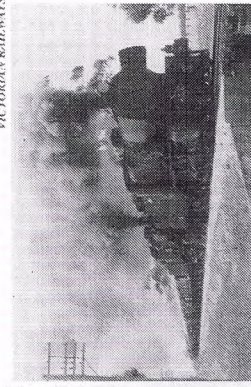


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